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Per Dozen ..... \$16.50

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A.—THORNE'S BLEND ..... \$12.00

B.—GLENORCHY, MELLOW

BLEND, a fine 'Soda'

WHISKY of great age ..... 12.00

C.—ABERLOUR-GLENLIVET 13.50

D.—H.K.D. BLEND of the Finest

Old Malt Scotch WHISKIES 16.00

.A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Liebers'

P.O. Box, 23. Telephone No. 12

BIRTHS.

On the 3rd February, 1904, at Swatow, the wife of V. J. McLOUGHLIN, of a daughter. [449]

On the 4th February, 1904, at the Government Civil Hospital, the wife of THOMAS CACK, of Shanghai, of a daughter, stillborn. [450]

On the 25th January, 1904, at 10, MacGregor Road, Shanghai, the wife of A. TURNBULL, of a daughter.

DEATHS.

On the 12th January, 1904, at Seoul, Korea, HENRY EDMUND CHARLES, son of the English Church Mission to Corea, son of W. H. CHARLES, of Tandridge Hall, Oxted, Surrey, aged 38 years.

## The Daily Press.

HONGKONG OFFICE: 14, DESVOLUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6th FEBRUARY, 1904

We think there are few Englishmen in Hongkong, or for the matter of that in China, who will not most thoroughly endorse the remarks of our correspondent "L" with reference to the want of some record in street nomenclature or otherwise, of the memories of Sir RUTHERFORD ALCOCK and Sir HARRY PARKES. The former was not so much identified with the Colony, but to the latter, who was undoubtedly the ablest and most vigorous representative Great Britain has ever sent to China, this Colony owes a large debt of gratitude. Sir HARRY PARKES, when Consul at Canton, was directly instrumental in procuring the cession in perpetuity—not on lease—of the Kowloon peninsula, to Great Britain. As a mere youth he was one of the first to scale the Peak, and later, upon his appointment as student-interpreter, he resided on the island for some time after its erection into a Colony. Again, when acting as British Commissioner at Canton during the Anglo-French occupation of that city, he was for some years in constant touch with the Colony. Yet there is not, either in Hongkong or in the Kowloon peninsula, any single trace of his close and intimate connection with the Colony during those historic periods except a bust in the hall of the Hongkong Club. As our correspondent

points out, Shanghai has honoured his memory by erecting a fine statue in a prominent position, but Hongkong, which really benefited even more by his labours, has not even commemorated the fact by conferring his name on a street or road. It is, of course, never too late to perform an act of justice or of grace, and we think that the Colony would only be doing its duty tardily by now erecting a statue to the memory of this dauntless and high-spirited diplomatist. In the conduct of his duty to his country Sir HARRY PARKES was always and equally undeterred by personal danger, the fear of official censure, or the hope of praise. In those days the resolute Consul or Minister was exposed to peril that our officials are strangers to in the present. Mr. PARKES was captured by the Chinese, and thrown into a filthy gaol, narrowly escaping with his life, during the Anglo-French War with China, and later, when Minister in Japan, nearly fell a victim to the assassin in the streets of Tokyo. During the whole of his eventful career Sir HARRY PARKES was continually striving to protect British interests, and it cannot be doubted that the stress of the contest told severely upon his somewhat delicate frame. He never allowed himself to grow weary in the strife, and was even ready to stand up for the interests of his fellow countrymen. It is not fitting that such patriotic services, so freely rendered, should be allowed to slip from the attention or the knowledge of the coming generation. It is true that they are immortalised in the chronicles of British intercourse with the Far East, and form its brightest pages, but we should like every Briton who lands upon our shores to find this great founder of our fortunes here facing him in bronze or marble. In other words, a handsome statue of Sir HARRY PARKES should stand in a most conspicuous place, say in front of the chief landing place in Victoria or Kowloon. We believe there would be no difficulty whatever in collecting funds for the purpose, and if desired shall be glad to open a subscription for the purpose.

With the kind permission of Captain Tudor and officers, the band of H.M.S. *Cressy* will play at the Ladies' Recreation Club at 3.30 p.m. to-day.

The A.D.C. will only give four performances of His Excellency, viz., on the 13th, 18th, 19th, and 20th inst. There will therefore be no performances on Ash Wednesday, the 17th inst., a matter about which a correspondent wrote to us recently.

Mrs. Mary Alice Symington, wife of Mr. James R. Symington, C.E., of Quarry Bay Shipyard works, died at the Victoria Hospital, the Peak, yesterday. The funeral procession will pass the Monument this forenoon at 11.30 o'clock.

The jurors' list for 1904 is posted at the Supreme Court. It is noticeable that the name of a well-known gentleman who was delinquent in the matter of attendance at the last Sessions appears twice on the same list. What will happen if he is drawn for the jury in his duplicate capacity?

We understand that Capt. Dicken, the new Commodore, is expected by the next English mail. Mrs. Dicken accompanies her husband, Captain Barnes-Lawrence, who succeeds Commander Runsey as harbour master, is expected by the P. & O. steamer *Jazz*, due about three weeks hence. Captain Barnes-Lawrence is accompanied by his wife and daughter.

A question has been brought to our notice which is certainly one of public interest. A correspondent, of whose bona-fides we are perfectly sure, states that, when visiting a seriously sick friend at the Government Civil Hospital this week, he found his friend with a temperature of over 105 degrees, but during the 20 minutes he was there he could not find a nurse within call. Our correspondent says that surely in such a case there is need for a nurse, if not actually at hand, at least within calling-distance. It was stated recently, if our memory serves us, that the Hospital has lost two nurses in the past year through resignation. It would be satisfactory to know whether the nursing staff is now adequate in numbers or not.

The following appointments have been made at the Admiralty:—Captains.—F. G. Kirby, to the *Leriotian*, to date Jan. 11; the Hon. W. G. Stopford, to the *Glory*, as Flag Captain to Vice-Admiral Sir G. Noel, undated. Commander.—R. W. Bentink, to the *Glory*, to date Jan. 7, and for special service on recommissioning. Lieutenants.—C. P. Metcalfe, to the *Kinsella* on recommissioning; F. J. B. Gibson and G. B. Alexander, to the *Waterwitch*; J. O. Barron, to the *Eclipse*; additional, G. Bashford, to the *Amphitrite*; R. A. Wilson, to the *Talbot*; H. L. Shepherd, to the *Glory*; A. D. Grant, to the *Cressy*; R. D. Foster-Forbes, to the *Tamar*, for the *Virago*. Staff Paymaster.—A. E. Parker, to the *Glory*, as secretary to Vice-Adm. Sir G. Noel, to date Jan. 15. Assistant Paymasters.—J. P. Radcliffe, G. B. Osborne, R. T. Johnson, and C. Prior, to the *Glory*, as secretary's clerks, to date Jan. 15.

We see that our Yokohama contemporary, the *Japan Mail*, says: Newspapers do an abundance of mischief. They are the most effective existing instruments for promoting international ill-will.

It is reported from South Africa that many mining houses confidently expect the introduction of Chinese labour by this month, and are already considering fresh schemes of development. There are no signs at this end of activity in the direction indicated.

H.M.S. *Diadem*, first-class cruiser, 11,000 tons, Captain F. St. G. Rich, arrived at Colombo from Australia on the 19th ult., and was expected to remain until the 25th ult., when she was to proceed home, unless orders to the contrary were received.

Two late China Squadron vessels are mentioned in the most recent mail papers. H.M.S. *Goliath* was ordered to leave Chatham on the 7th January for Jarrow-on-Tyne to be refitted by Palmer's Shipbuilding Company. H.M.S. *Argonaut*, Capt. G. H. Cherry, arrived at Plymouth on the 3rd ult. and proceeded to Chatham to pay off on the 4th.

We may remind our readers that the concert advertised by Madame Caudutti takes place in the City Hall this evening. The programme is one which should attract all lovers of music, for it promises a rare musical treat. Madame Caudutti, who comes to the Colony with a high reputation as a pianoforte-player, will be assisted by Mrs. A. H. Ough (violinist), and by Mr. A. G. Gordon, Miss Murray Bain, and Mr. G. H. Edwards, as well as by the Philharmonic orchestra.

A Berlin paper has a curious legend about Prince Adalbert of Prussia, who visited Hongkong lately, and is now serving on the *Hertha* on this station. The story is in the form of a telegram, and is as follows:—A remarkable controversy has been excited by the conduct of the German Emperor's son, Prince Adalbert, during the voyage from Genoa to the Far East to join the German warship to which he has been appointed a sub-lieutenant. The Prince, who travelled by the German steamship *König Albert*, all the way out to China, carefully avoided the German passengers, and associated exclusively with Americans and English. It is stated that the Prince was polite to American ladies on board, while he ignored the fair Germans. The German passengers were greatly agitated by the Prince's lack of attention to them, and wrote protests to the newspapers here.

## SIR F. TREVES EXPECTED AT HONGKONG.

Sir Frederick Treves is expected at Hongkong about the end of this month. He has not been after many years' hard work, and is now travelling for pleasure. Sir Frederick Treves, it will be remembered, was one of the distinguished surgeons who operated on the King at the time when His Majesty's illness caused such commotion and anxiety to the Empire. He was awarded the K.C.V.O. and C.B., both in 1901. He has been Surgeon-Surgeon to the King since 1901. Included in his other titles are:—Knight of Grace of the Order of St. John of Jerusalem; Surgeon-in-ordinary to H.R.H. the Prince of Wales; and consulting surgeon to the London Hospital. He was born at Dorchester in 1853, and educated at the Merchant Taylors' School. He was a professor of anatomy and professor of pathology, Royal College of Surgeons, from 1881 to 1888; examined in surgery at the Cambridge University 1891-92; consulting surgeon to the Forces in South Africa 1900; was with the Ladysmith relief column (medal and three clasps); and surgeon extraordinary to the late Queen 1900-1911. He is the author of numerous papers on anatomy and surgery, and the following books:—*Manual of Surgery*; *Manual of Operative Surgery*; *Treatises on Intestinal Obstruction, Peritonitis, and Perityphlitis*; *German-English Dictionary of Medical Terms*; and *Tales of a Field Hospital*, 1900. His favourite pastimes are boat-sailing and sea-fishing.

By kind permission of Major Radcliffe and officers, the band of the 93rd Burma Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 p.m.:—

March ..... "Marche des Toreros" ..... Gedard Entr'acte ..... "Mimi" ..... Hamilton Clarke Selection ..... "The Toreador" ..... Ivan Caryll Dance ..... Nell Gwynn ..... Edward Gorman Selection Mendelssohn's "Songs Without Words" Waltz ..... "Valse des Fleurs" ..... Tschitschikoff Two-step ..... "Min-min Moss" ..... Thurber "God Save the King"; Arranged by Godfrey.

MENU.

Hors D'Œuvres  
Caviar and Egg Canapes  
SOUP  
Potage Creme de Asperges  
POULTRY  
Salmon a la Meuniere  
ENTREES  
Chicken a la Toulouze  
Filet of Beef a la Nelson  
Mouglas Patties  
CURRY  
Lamb  
JOINTS  
Roast Ribs of Beef and Horseradish  
Roast Turkey and Sausage  
Boiled York Ham and Champagne Sauce  
COLD  
Roast Pheasant  
SALAD  
Artichokes  
SWEETS  
Pudding a la Royal  
Water Ice and Finger Cakes  
Apple Tart  
Tippy Cake  
DESSERT  
Coffee  
Fruit

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

## THE NORTHERN CRISIS.

KOREA, 4th February, 10 p.m.

## JAPANESE ORDERED FROM VLADIVOSTOCK.

The Japanese Commercial Agent at Vladivostock informs the Government that all Japanese have been ordered to leave Vladivostock, which is now under martial law.

## RUSSIAN SQUADRON LEAVES PORT ARTHUR.

A Russian squadron has left Port Arthur. Its destination is unknown, but it is believed to be proceeding to Chemulpo.

## REUTER'S SERVICE.

## THE NORTHERN CRISIS.

LONDON, 3rd February. It is announced in S. Petersburg that the Russian reply to Japan will be delivered on the 6th instant. The renewed postponement has caused great exasperation in Japan. Viscount Ito was summoned from his country seat during the night, and subsequently a seven hours' Council was held, at which the Premier, the Senior Statesmen, the Ministers of War and the Navy, and three Admirals were present. Great importance is attached to the meeting.

News from S. Petersburg says that the General Staff has authorised Admiral Alexieff to declare war and to open hostilities if circumstances indicate the necessity. An Imperial Manifesto proclaiming war is expected to follow shortly if Japan rejects the arrangement proposed in the Russian reply.

## PROCEEDINGS IN PARLIAMENT.

LONDON, 3rd February.

The Lords have voted the address. The Marquis of Lansdowne, when asked whether Great Britain had offered her good offices in the Far East, said it was undesirable to offer offices unless it was known that they were desired; and it was an open secret that one of the disputants does not want mediation. In regard to Tibet, he promised to lay the papers on the table of the House; Lord Spencer would then learn the true origin of the mission, which was political, not military. The Marquis of Lansdowne said he did not conceal his sympathy with Mr. Chamberlain's aspirations to draw the parts of the Empire closer together, but the Government recognised the difficulties and only showed common prudence in declining to be rushed.

## THE NORTHERN CRISIS.

In Naval circles in Hongkong it is reported that considerable activity has been evinced during the past few days. The *Ocean* and the *Vengeance* are both heavily provisioned with war rations and are expected to sail this morning, ostensibly for Mire Bay, but more probably for the same destination for which the cruisers of the British squadron have already departed. The sloop *Vesta* is also ready for sea, with war provisions and munitions on board. To-morrow 50 Sherwood Foresters are due to sail by the s.s. *Borneo*.

Among the arrivals by the *Seydlitz* yesterday morning was Major Baker-Brown, R.E., who only left Hongkong on the 21st ult. homeward bound on the *Dunearn*, his term of duty having expired. He has been recalled to duty—a fact which is significant.

According to Japanese papers, the *Nissink* and *Kasuga* were expected to arrive at Yokosuka on the 10th inst. Our contemporaries do not seem to have allowed much time for the distance between Singapore and Japan.

The N.C. *Daily News* publishes a special telegram dated Tokyo, 30th January, to the following effect:—The Russian reply is expected that surely in such a case there is need for a nurse, if not actually at hand, at least within calling-distance. It was stated recently, if our memory serves us, that the Hospital has lost two nurses in the past year through resignation. It would be satisfactory to know whether the nursing staff is now adequate in numbers or not.

A question has been brought to our notice which is certainly one of public interest. A correspondent, of whose bona-fides we are perfectly sure, states that, when visiting a seriously sick friend at the Government Civil Hospital this week, he found his friend with a temperature of over 105 degrees, but during the 20 minutes he was there he could not find a nurse within call. Our correspondent says that surely in such a case there is need for a nurse, if not actually at hand, at least within calling-distance. It was stated recently, if our memory serves us, that the Hospital has lost two nurses in the past year through resignation. It would be satisfactory to know whether the nursing staff is now adequate in numbers or not.

The drug market is reported very active in Japan owing to very large purchases by the military authorities.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 5th at 11.55a. The barometer has risen over E. Japan, fallen in N. China. Pressure is high over the Yellow Sea, and gradients are slight on the China coast with decreasing monsoon in the Formosa Channel. Moderate gradients with fresh monsoon over the N. part of the China Sea. Forecast:—Moderate N.E. winds; fair.

## FIRE IN BONHAM STRAND.

Hongkong was rudely alarmed by the clang of the alarm bell shortly before 9 p.m. last evening. Fire had broken out at the premises of the Lee Wo Loung Hong, No. 72 Bonham Strand, where a m-decine business is carried on. The brigade, under Deputy-Superintendent of Police E. K. Halifax, hurried to the scene, getting escapes and hoses with them. At the onset the conflagration was confined to the top floor; the flames ascending above the house and showing a bright reflection on the tops of houses around, while a cloud of sparks travelled westward before a moderate breeze. Commencing with one jet of water, the brigade gradually got others coupled to the various connections, directing the play through the top windows of the house. Fire eventually spread to the next house, No. 73, occupied as a dwelling house for the same hong, No. 72 being a ginseng godown. Judging by the numerous fierce hisses characterising the fire, there must also have been a number of Chinese New Year crackers in the house. "Joss pidgin" as a Chinese called it. After some time an escape was rigged up to the top veranda of No. 74, and three brigade men went up with hoses to direct the water. About the same time an escape was put up in Jordan Street, and a hose brought to play on the back of the house, over a Jervois Street house-top. With the roof of No. 72 gone, and both 72 and 74 pretty well gutted out, the fire was well under control at 10 o'clock. From the insurance agents watching the fire we gathered that the houses, etc., were insured with four firms:—Messrs. Siemens & Co., the Ping On, the Chun On, and the Tung On. Our informants estimated the total insurances as amounting to from 70 to 80,000 dollars.

## FOOTBALL.

E.K.R.F.C. v. NAVY.

In this match yesterday the Club, winning the toss, decided to play with the wind. Gordon kicking off, play was kept in the Club half. Shortly afterwards Chard, of the Club, got a nasty knock, disabling him, but he returned to play after a short rest. The Club made a bold rush up the field, and though Jordan, having secured the ball, was well collared when near home, he passed to Scandlers, who scored. Pearce failed to convert, though he made a good kick. Play was continued in

## SPORTING NOTES.

The H.K.C.C. to-day meet the Navy on the Cricket Ground, the commencement of the game being fixed for 11.30 a.m. The Club has the assistance of three military players, but does not look very strong in bowling. It is to be noted that only four of the recent Interport team are playing. As the Navy has a good number of vessels to draw upon I should not be very surprised to see the Club "caught napping," but still its batting talent is great and perhaps may pull it through. The last Club v. Navy match was played on New Year's Day and the next day, when the Club won by an innings and 50 runs. The Club had a better team on that occasion, and the Navy XI was, to say the least, unrepresentative; in fact, that XI was challenged by another naval team, but the game unfortunately never came off. To-day's naval team should be considerably better than that with which R. Hancock and Wm. Dixon wrought such havoc six weeks ago; but the list is not public yet.

Two League matches are fixed for to-day—Civil Service C.C. v. Hongkong C.C. Reserves and Craigengower C.C. v. Parsees. If the Civil Service C.C. win their match they should make fairly sure of second place at least, but the Club Reserves are improving, and a win to-day is not out of the question. The record of 3 victories to their credit might almost encourage them to keep a score-book, which they have not at present. The following is the table for the competition :

	P.	W.	L.	D.	P.
A.O.C. ....	11	10	1	0	30
Civil Service ...	9	7	1	1	22
Craigengower ...	10	5	3	2	17
R.E. ....	9	5	4	0	15
H.K.C.C. "A." ...	9	3	6	0	9
H.M.S. Tamar. ....	7	2	5	0	6
R.A.M.C. ....	9	1	7	1	4
Parsees ...	8	1	7	0	3

The Association football match to-day between the H.K.F.C. and the Sherwood Foresters should be interesting as providing a line whereby to arrive at an estimation of the Foresters' capacities, hitherto not really tested this season. Their Shield tie v. the Rovers was farcical, and friendly games played by them are no index of their strength. It seems, however, that it will be unsafe to reckon on the military and naval teams entered for the Shield this season, as service movements may upset all calculations. The Sherwood Foresters, for instance, lose some of their men by the departure on the Borneo to-day of a draft for the North. Should they win their second tie, on the other hand, v. the Cressey, who yesterday made an awful exhibition of the Royal Engineers, they may be reinforced from home before the third round finishes. As for the naval teams, much may depend on how the Shield committee decide about ties unfinished in the specified time owing to the absence of ships from the Harbour.

Two very interesting hockey games have been played this week, the Vengeance on Thursday defeating the 11th Mahrattas in the first round by 2-0, and the Albion beating the Club in the second round yesterday by 1-0, both having byes in the first round. The Vengeance has now to meet the 93rd Burmese second team in the second round, the time for completion of which ends on the 22nd inst.

Training on the Race Course has been somewhat interfered with by the two wet days. The most notable incident of the week has been the utter banishment of Nurses from Derby favouritism after he stopped dead and threw his rider on Thursday morning. With the huge number of entries—beating all previous Hongkong records—the principal events seem more than usually open this year.

The eighth club race towards this season's championship of the Royal Hongkong Yacht Club will be sailed to-day and to-morrow—championship-class to-day, others to-morrow. I understand that Sir F. Treves, who is shortly to visit Hongkong, is a keen yachtsman; I do not know whether it is contemplated, among his entertainments at Hongkong, to take him for a sail in the Harbour.

The M.C.C. team in Australia yesterday started the return match with Victoria. On the 12th the return with New South Wales begins, and on the 26th the fourth test match, at Sydney. The remaining fixtures of the tour are the fifth test match, at Melbourne, on the 4th March; and the return game with South Australia, on the 12th March.

How Rugby football has grown in France may be gathered from the fact that the Rugby section of the Racing Club de France is this season engaged in three cup competitions—i.e., for the Williams Cup, the Olympic Cup, and the championship of France. The Racing Club, which, by the way, was founded as long ago as 1882, and has consequently come of age this year, has for its opponents this season among French clubs in friendly matches Tours, Bordeaux, Toulouse, and Lyons, and in the cup competitions the Sporting Club and the Stade Francaise. It has already made a good start this season for the Williams Cup with a victory over its great rival, the Stade Francaise by 20 points to 6.

## OMPAX.

The following delightful bit of babes English, written by a Bengal clerk, appears in an Indian paper:—"Honourable sir.—Kindly excuse this poor thy servant from attending on your honor's office this day as I am suffering from the well-known disease commonly called aches of the interior economy, and I shall ever pray.—Yours ever painful, RAM CHANDRE. P.S.—Oh death, where is thy sting?"

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 4th February.

## PRIESTS AND PLACARDS.

Last night another inflammatory placard was posted up—to be torn down by the police this morning. This placard was a facsimile of that found in Canal Road last week. Some light seems now to be thrown on the subject, thanks to the investigation of the Government spies who are on the qui-vive at present. The culprits appear to be priests, who are seeking to win the ear of the coolie class, which cannot be approached in any other way. What grievance these priests have against foreigners it is hard to conceive—one would imagine that they derive considerable profit from the globe-trotter element, which contributes large sums towards the income of the "show" temples. However, the story may not be true. If any fears existed among foreigners on Shantou, they were surely allayed by the arrival of H.M.S. *Abercromby*, which is at present in port. To-day is the day fixed by the placard-pasters for the rising, but all is quiet.

## FIRES.

Fires have been very frequent during the past few days. On Tuesday of last week there was a fire at the western end of Honan Island, followed by another on Thursday to the east.

The latter burnt almost to the water's edge. On Sunday, Monday, and Tuesday nights in this week the steam-ship in the fire-boat in the river announced fire. The only one of any importance was that on Sunday, it burnt out a score of large shops in the Thirteenth Ward and was not got under for two hours.

## RAILWAY ITEMS.

Mr. Burns, the chief of the engineering staff of the Railway, left Canton on Monday for the United States. During his stay in Canton he made himself very popular with all whom he came in contact. He did excellent work in pushing on the Fatshan branch, and it is largely owing to his business capabilities and powers of organisation that so much has been already done. In connection with the Railway, it may not be generally known that a survey was completed some time ago—of the country between Canton and Whampoa. This will make the news that the construction of the Kowloon-Canton railway has at last definitely been decided upon welcome to Britshers. The influence of Hongkong as a centre for the Liang Kiang trade would not be enhanced by a Canton-Whampoa line.

## NOTES FROM THE BOTANIC GARDENS.

Many of the magnolias are very showy plants when in flower, and some of these would be also well worth growing for their foliage alone. A specimen of *Magnolia conspicua* may now be seen in flower on the bank below the large rosebed in the new garden. This is a deciduous species, and is now without leaves; but that the name is an appropriate one which is not always the case, everyone who knows the plant must admit. The flowers are produced in great numbers, creamy white in colour, and between five and six inches across. This species makes a large bush in Hongkong, and has been in cultivation in England for more than a hundred years. It is native of China and Japan.

*Bougainvillea* is a small genus of very ornamental plants, natives of South America. Just now *Bougainvillea spectabilis* is coming into flower on a bank on the west side of the Garden Road. The most conspicuous part of these plants is their bracts, that surround the flowers, which are of different shades of purple. There are two varieties in the garden, and both of them may be seen growing in close proximity. The flowers are yellow in colour, but they are small and almost hidden by the highly-coloured bracts. The plant belongs to the family Nyctaginaceae, and was introduced into England in 1829.

*Bignonia venusta*, mentioned a fortnight ago, now at its best in the gardens.

## HOCKEY.

H.H.C. v. H.M.S. "ALBION."

This game yesterday in the second round of the Hockey Cup (both teams having drawn byes in the first round) ended in a win for the Albion by 1-0. Play was advertised to start at 4.15, but it was after 4.35 when a commencement was really made, and then the Club captain put in a substitute at half-back, Knivett not having turned up. He arrived few minutes after the start, unfortunately too late. His place was occupied by Dr. Horley, of the Waterwitch, which ship thus supplied five members of the Club team. The game was less than 5 minutes old when a hot shot by Dowling went into the Albion's goal, but it had broken through the side net, end, so of course did not score. Play inclined in favour of the civilians all through the first half, but their forwards were ineffective in front of goal and missed their chances. Wodehouse had a fine chance once, but stumbled and shot wide. Half-time arrived with the score nil-all. Soon after the restart the Albions broke away and scored what proved the only goal of the match, with a rather soft shot. The Club, as in the previous half, did most of the pressing, but could not on the finishing touch, and so suffered defeat by the margin of a goal. Hooper played as good a forward game as anyone on the field, and Murphy and Woodward were best in defence for the Club. The Albion forwards were smart and fast, but the balance of play was certainly in the Club's favour.

## CRICKET.

The following will play for the H.K.C.C. against the Navy, commencing at 11.30 a.m. to-day:

Capt. Davies, A.O.C., J. T. Dixey, Lieut. Doran, A.S.C., H. Hancock, Lieut. P. M. Heath, 110th Mahratta L.I., A. Mackenzie, R. Ponsonby, T. Sercombe Smith, W. C. Turner, A. G. Ward, and A. N. Other.

A League fixture between the Civil Service C.C. and the H.K.C.C. Reserves will be played on the Civil Service ground at 2.15 p.m. sharp to-day. The following will be the teams:

Civil Service C.C.—Hon. Dr. Atkinson, G. A. Woodcock, H. T. Jackson, A. G. M. Fletcher, P. T. Lamble, L. E. Brott, J. Devaney, W. H. Woolley, J. Lander, R. Witchell, and F. T. Robins.

H.K.C.C. Reserves—C. P. Chater, G. Grimble, T. C. Gray, P. W. Goldring (capt.), Rev. C. H. Hickling, J. Hooper, G. P. Lamerton, F. Lamerton, D. Piper, N. H. Rutherford, and P. R. Wolff.

The match Parsee C.C. v. Craigengower C.C. will be played on the ground of the former club in the League to-day, commencing at 2 p.m. The following will play for the Craigengower C.C.—L. E. Lamerton, J. D. Kinnaird, A. O. Brown, R. Bass, M. E. Asper, E. Ford, J. Craik, J. P. Jordan, L. A. Ross, R. Pestonji, and J. L. Stuart.

To-day on the Craigengower ground a team from the Craigengower C.C. will play the Lusitano C.C.

## POLICE COURT:

Friday, 5th February.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

## EMBEZZLEMENT.

Paul Roseb, a German, was prosecuted at the instance of A. Hanari, on behalf of the Anonyma Tobacco Company of Manila, for embezzlement of the sum of \$261, being the result of certain sales of cigars made by the defendant, as representative of the Anonyma Tobacco Company, in Canton, during the month of December, 1903, and January, 1904.

Evidence for the prosecution went to show that the defendant was entrusted with a quantity of cigars to sell in Canton for the complainant company. The cigars were valued at \$380. Of these cigars the defendant was authorised to use a certain number as samples for prospective purchasers. He was also entitled to deduct 20 per cent. and certain expenses by way of remuneration. This left a balance due by defendant to the company of \$261, the amount he was charged with embezzlement.

In the middle of January Mr. Nolte, proprietor of the Anonyma Tobacco Company, then in Manila, received a letter from defendant stating that he had sold the cigars, and been paid for them, but that it had been stolen from him while watching a *fan-tan* game. The master was allowed to drop, the complainant looking upon it as simply a misfortune and desired defendant to exercise more care in dealing with money belonging to the company. Subsequently the complainant received information that the defendant, at about the time he had said the money was stolen, sent a remittance of nearly the whole amount to Singapore. The complainant company knew that at that time defendant had no money of his own, as he was advanced merely sufficient for his current expenses, and had no other resources.

Mr. Hanari, on behalf of the complainant company, corroborated the above, and testified that on receiving news of the defendant's having made that remittance he asked him for an explanation, when defendant denied having made any remittance, and repeated the story of the theft. Defendant told witness that a friend knew of the theft and would prove it for him, but when that friend was seen by witness he entirely denied all knowledge of the theft, saying he did not believe in it, and adding that defendant had asked him to corroborate his story, though he knew that his friend knew absolutely nothing about it. The defendant had then returned to Hongkong, and on account of certain information he received regarding the doings of defendant in Hongkong, he caused his arrest on the charge of embezzlement. His Worship, after hearing further evidence to the same effect, said that it was a case that must go before a jury, and committed the defendant to take his trial at the next Criminal Sessions. Defendant refused his defence, and asked to be allowed to communicate with the German Consul. He was referred to the gaoler concerning that matter.

## JAPANESE CURRENCY IN CHINA.

An occasional correspondent writes to the *Kobe Chronicle*:

Shortly after returning from China on the outbreak of war in 1894 I had occasion to call at a certain Japanese bank, where I found several cases of specie silver, commonly called "horsehair" silver, the currency of China. Upon enquiring I was informed that the silver was intended for the payment by the Army then in China for encampment and other expenses. I knew from experience that our silver you were beginning to be accepted as supplementary to the Mexican dollar in China and had a prospect of superseding the latter, and I thought the idea of our importing "specie" at great expense and trouble through foreign banks in China a quite unnecessary measure. I at once wrote to the then Governor of the Bank of Japan, Baron Kawada, and explained the growing popularity of silver in China, stating that there would be no difficulty in the Army tendering our money, we being in a position to force acceptance if necessary. It was a great satisfaction to me to observe shortly afterwards that the importation of silver was discontinued. Japan being now a gold country, it will be interesting to know how the Government will deal with the matter referred to above in the event of our armies reaching North China. There will, however, be no difficulty in using our 50, 20, 10 and 5-sen pieces in that territory.

## LATE TELEGRAM.

[VIA CEYLON.]

## THE TIBETAN QUESTION.

Calcutta, 16th January.

General Macdonald reports from Phari, on January 11th, that he has returned there, having left the Mission with all available supplies, entrenched at Thuna in a strong position within a walled enclosure. The following composed the escort, under Colonel Hogge:—4 Companies of the 23rd Pioneers, a 7-pounder gun, the machine-gun section of the Norfolk Regiment, 20 Madras Sappers, and medical supply detachments. Strong winds and the severe cold tried the men and the animals, but there were no casualties. Tibetan villagers had attacked Lieut. Grant, potting him with stones. They also carried off his rifle. The affair is under investigation by the Political Agent.

18th January.

Phari Fort, which was supposed to be impregnable, has surrendered to the Mission. The Fort was found to be full of old chain armour, helmets, swords, spears, and gunpowder. The latter was destroyed. The people are friendly.

19th January.

Darjeeling reports state that 3,400 Tibetans are said to have collected forty miles beyond Phari, and that hostilities are not impossible in the near future. The weather continues fine. Despite forty to fifty degrees of frost the troops are keeping very fit.

22nd January.

Latest advices from the Tibet Mission state that the officers who visited the big Tibetan Camp at Guru report that it is excellently planned with tents of European manufacture. About one thousand additional Tibetans have arrived at Guru.

January 29th.

General Macdonald and staff, and the Mountain Battery, who returned to Chumbi yesterday, bring the news that Colonel Youngusband and two officers had visited the Tibetan Camp at Guru, where they were insolently received. The Mission is securely entrenched and has ample supplies. Up to the present there has been no overt act of hostility on the part of the Tibetans.

Intimations have reached the Foreign Office here that Colonel Youngusband paid, or invited, an informal visit to the Court of the Tibetan Delegates, e camped, with a large number of armed Tibetans, beyond Tuna. The result of the visit will not be made public for some time. It is not known whether the Delegates are properly accredited agents of the Lhasa authorities. It is assumed that the Lamas have awakened to the occasion, and the arrival of the Delegates may lead to important conclusions. In the meantime General Macdonald is taking the necessary military precautions. Cautionary orders were issued to the troops yesterday.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 5th February, 1904:—A comparatively fair business has been transacted since the date of our last report, chiefly in shipping stocks, which with the exception of Hongkong, Canton, and Macao, have all appreciated in value in consequence of the withdrawal of many Japanese steamers from various lines to meet the requirements of transport by the Government, and, in view of the increasingly unsettled state of Russo-Japanese relations, for other reasons political and economical. The general tone of the market, with the above exception, has been weaker, and only a decreasingly small investing business has to be reported.

BANKS.—Hongkong and Shanghai remain unchanged and without business at the nominal rate of 264s.; London rate also unchanged at 262s. National are quoted at \$33 buyers ex the dividend of 3s/8 per share paid in the 1st inst.

MARINE INSURANCES.—With the exception of North China, which are now quoted at £7 the buyers, we have no changes or business to report under this heading.

Fire INSURANCES.—Hongkongers enquired for at \$300 without bringing shares into the market. China Fires remain unchanged with small sales at \$92.

SHIPPING.—Hongkong, Canton, and Macao were placed in the early part of the week at \$13 and later at \$10, market closing with sellers at the former rate. Indos were steadily improved during the week with sales at \$7 and \$79 and sellers at \$79. On time a fair number of shares have changed hands at from \$79 to \$88 for July. China Mailings have improved to \$20 after sales at \$19 and \$20. Douglas's, with an unsatisfied demand at \$31, gradually improved to \$34, at which latter rate shares can now be placed. Star Ferries unchanged and without business. Shell Transport have slightly improved, and sales have been affected at 20s.6d. market closing with probable buyers at 21s.

REFINERS.—Chinas Sugars, after small sales at \$104, are in a small demand at \$105. Luzons unchanged and without business.

MINING.—We have no business or changes to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong Hotels have ruled very quiet with sellers at \$209, and at time of closing at \$208. Kowloon Wharfs have found buyers at \$95 and close in demand at that rate. New Amoy Docks unchanged and without business. Fernhams have small local sellers at 1ls. 12d.

LAND

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE DAILY PRESS only, and special business matters to THE MANAGER.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unremitted.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.  
Licker's.  
P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

BY a Young Man of certain experience, situated in a Mercantile Office or Bank. Apply by letter to—  
"D. P. M."  
Care of Daily Press Office.  
Hongkong, 6th February, 1904. [427]

## WANTED LESSONS IN RUSSIAN.

GENTLEMAN desires to take LESSONS in RUSSIAN; slight previous knowledge.  
Address— No. 567,  
Care of Daily Press Office.  
Hongkong, 5th February, 1904. [429]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Lai-Chi-Kok in a West by Southerly direction at ranges from 1,800 to 3,000 yards at Barrel Targets, commencing at 2.30 p.m. on TUESDAY, the 10th FEBRUARY, 1904, if the range is clear.  
By Command, A. M. THOMSON,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 4th February, 1904. [434]

## JURY LIST 1904.

NOTICE IS HEREBY GIVEN that Pursuant to the Provisions of the Jury Consolidation Ordinance, 1887, I have this day caused to be posted, at the chief entrance to the Court House, a List of all persons ascertained by me to be liable to serve as Jurors.  
The said List will remain so posted until THURSDAY, 18th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.  
ARTHROON SETH,  
Acting Registrar.  
Supreme Court House,  
Hongkong, 6th February, 1904. [446]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.  
FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.  
THE Imperial German Mail Steamship  
"SEYDLITZ,"  
OF THE NORDDEUTSCHER LLOYD,  
Captain Dovers, will leave for the above places TO-DAY, the 6th inst., at 7 A.M.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 5th February, 1904. [45]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship  
"HAITAN,"

Captain Ronch, will be despatched for the above ports TO-MORROW, the 7th inst., at Day-LIGHT.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 5th February, 1904. [442]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.  
NOTICE TO CONSIGNEES.

THE Steamer  
"SEYDLITZ,"  
OF THE NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th February, at 9.30 A.M.

All Claims must reach us before the 17th February, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 5th February, 1904. [45]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG  
AND LONDON.  
THE Steamer

"MERIONETHSHIRE,"

Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 5th February, 1904. [447]

## TO LET.

TWO ROOMS, suitable for Office use, entrances from Ice House Street.  
Apply to—  
SECRETARY,

Masonic Hall,  
Hongkong, 6th February, 1904. [443]

## NEW ADVERTISEMENT

## HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-DAY (SATURDAY), the 6th instant, will be for SPOONS, commencing at 2.30 P.M. Range, 200, 500 and 600 yards. Seven Shots and a Sighter at each Range.

M. S. NORTHCOTE,  
Hon. Secretary.

Hongkong, 6th February, 1904. [45]

## INTIMATIONS

## WANTED.

CHINESE CLERK, must be Good Penman and Quick at Figures.  
Apply to—  
THE SINGER MANUFACTURING CO.  
Hongkong, 5th February, 1904. [427]

WANTED LESSONS IN RUSSIAN.

GENTLEMAN desires to take LESSONS in RUSSIAN; slight previous knowledge.  
Address— No. 567,  
Care of Daily Press Office.  
Hongkong, 5th February, 1904. [429]

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By Command, A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 4th February, 1904. [434]

## ENTERTAINMENTS

## A SMOKING CONCERT

will be given by THE VICTORIA RECREATION CLUB, TO-DAY (SATURDAY), the 6th FEBRUARY, 1904, at 9 P.M. Sharp.

in the CLUB GYMNASIUM, Kowloon.

Admission ..... \$1.00

COME AND BRING YOUR FRIENDS.

Arrangements have been made with the Star Ferry Co. Ltd. to run a late Launch from Kowloon, at 12.15 A.M.

HAROLD C. AUSTEN,  
Acting Hon. Secretary.

Hongkong, 5th February, 1904. [432]

## CITY HALL

## THEATRE ROYAL

## CITY HALL

## TO-DAY (SATURDAY),

6th FEBRUARY, 1904.

## MADAME CANDUTTI'S CONCERT

(Pianist pupil of Rubinstein).

UNDER the Patronage of H. E. the Officer Administering the Government and Mrs. MAY, Sir WILLIAM GOODMAN, Chief Justice, and Lady GOODMAN, Rear-Admiral and Mrs. ROBINSON.

Kindly assisted by the PHILHARMONIC ORCHESTRA, by a German Double Quartet; by Miss BAIN, by Mrs. A. G. GORDON, by Mr. A. H. OUGH, and by Mr. G. H. EDWARDS.

Tickets for sale at the Robinson Piano Company. Prices ..... \$3.2 and 1.

To Commence at 9 P.M.

Hongkong, 30th January, 1904. [290]

## THEATRE ROYAL

## CITY HALL

## THE HONGKONG AMATEUR DRAMATIC CLUB

will give Four Performances of

## THE COMIC OPERA

## "HIS EXCELLENCE,"

Written by W. S. GILBERT,

Music composed by Dr. OSWALD CARE,

on SATURDAY, 13th FEBRUARY.

THURSDAY, 18th "

FRIDAY, 19th "

SATURDAY, 20th "

Commencing each Evening at 9 P.M., precisely.

Dress Circle ..... \$3

Stalls ..... 3

Pit Stalls ..... 2

1st ..... 1

NO HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, FEBRUARY 8th, at 10 A.M.

Booking Office will be opened daily from that date at 10 A.M. to 4 P.M.

Late Trams will run a quarter of an hour after the fall of the curtain.

Hongkong, 8th February, 1904. [319]

## NOTICE TO CONTRACTORS.

## CITY OF MANILA.

## OFFICE OF THE MUNICIPAL BOARD SECRETARY'S OFFICE.

## SEALED PROPOSALS

will be received at this Office until 12 o'clock Noon, of the first day of June, 1904, for the construction of the superstructure for a lift bridge over the Binondo canal in the City of Manila, in accordance with plans on file at the Office of the City Engineer.

Bids will be received (1st) for the delivery and erection of the structure complete in every respect and ready for use; (2nd) for the delivery at the wharf in Manila, free from all encumbrances, of all the structural material and machinery of every sort, ready for the erection of the bridge complete.

Each bid shall be accompanied by (1st) a stress sheet showing the maximum live and dead load stresses in each member together with the gross and net sections and the material of which each member is to be composed; (2nd) a certified check payable to the City of Manila, in the sum of one thousand dollars (\$1,000) United States currency, or its equivalent, as a guarantee that the contractor will within ten (10) days from the awarding of the contract enter into contract with the City of Manila for the faithful performance of all the work above specified.

A bond of ten per cent (10%) of the accepted bid will be required for the faithful performance and completion of the contract within a period of twelve (12) months from the date of signing the contract.

The right is reserved by the City of Manila to reject any or all bids and to waive any defects.

By Direction of the Board.

JOHN M. TUTHER,

Secretary.

Manila, P. I., January 21st, 1904. [361]

## PRIZE COMPETITION.

THE BUILDING COMMITTEE of the CLUB CONCORDIA, Shanghai, hereby invite the resident Architects and those of Hongkong, Tientsin, Yokohama and Teutong, to compete for the prizes hereafter named in designing the plans of a new Club Building, to be erected on the corner-lot Bund and Jinkoo Road, Shanghai.

There will be 3 prizes allotted for the best design, viz. one of \$1500, one of \$500, and one of \$500.

The plans, which are to be marked by a cipher and the word "BAUWEITWERBE," are to be forwarded to the Secretary of the Club Concordia, Shanghai, not later than March 25th, 1904. At the same time the competitor has to forward a sealed envelope, containing his name, with the above cipher as address; this envelope will be opened after the prizes have been awarded.

The Building Committee reserve to themselves the right to carry out any or none of the plans awarded the prizes, or to make use of parts of them for the new Building.

The plan of the Building Lot, also the general Specification of details, are obtainable, free of charge, on application to:

The Secretary of the Club Concordia, Shanghai; The Secretary of the Club Germania, Yokohama; The Secretary of the Club Germania, Tientsin; or the Manager of the Hotel Prinz Heinrich, Teutong.

LUIGI A. MUSSO,  
F. P. MUSSO,  
G. BALOLO,  
Italian Far East Trading Company.

10, Des Vœux Road Central

Hongkong, 1st February, 1904. [433]

## NOTICES OF FIRMS

## DENTAL NOTICE.

I HAVE this Day Resumed Practice.

CHADWICK KEW.

Hongkong, 5th February, 1904. [426]

## NOTICE.

THE whole interest and responsibility of the business of the Italian Far East Trading Company has this day been transferred by Messrs. L. A. and F. P. MUSSO to Mr. G. BADOLI, who will CAREY ON the business on his own account at the present address.

LUIGI A. MUSSO,  
F. P. MUSSO,  
G. BALOLO,  
Italian Far East Trading Company.

10, Des Vœux Road Central

Hongkong, 1st February, 1904. [433]

## NOTICE.

THE HONGKONG KABY.

ESTABLISHED 1858.

Town Depot—41, Des Vœux Road.

THE HONGKONG KABY.

and KYNOCK'S SPORTING CARTRID



## SHIPPING.

**ARRIVALS.**  
 4. VOLGA, British str., 2,851, Patti, Barry Dock 19th Dec., Coals.—DODWELL & CO.  
 5. BENYORLICH, British str., 2,164, R. W. THOMSON, Rangoon 20th Jan., General.  
 6. HAILAN, French str., 377, L. Anderson, Falquier and Hoibach 4th Feb., General.  
 7. A. H. MARY, British str., 1,832, Ranch Swallow 4th February, General.—DOUGLAS LAPRAKE & CO.  
 8. 5. HAITAN, British str., 1,202, Weidlich, Moji 29th Jan., Coal.—SANDER, WIELER & CO.  
 9. 6. HORNLOW, British str., 1,860, Ashhead, Moji 29th Jan., Coal.—DODWELL & CO., LIMITED.  
 10. 7. KWANG-LEE, Chinese str., from Canton.  
 11. 8. KWANG-TUNG, Chinese str., 1,536, Wm. H. Lunt, Shanghai 2nd February, General—CHINESE.  
 12. 9. MAIDZURU MARU, Japanese str., 1,075, T. Saito, Amoy via Amoy and Swatow 2nd February, General.—OSAKA SHOSEN KAISHA.  
 13. 10. 5. MERIONETHSHIRE, British str., 1,949, G. C. Cuddy, Singapore 27th Jan., General.—SHEWAN, TOME & CO.  
 14. 11. 5. SEYDLITZ, German steamer, 4,970, C. Dawes, Bremen 23rd Dec. and Singapore 30th Jan., Mail and General.—MELCHERS & CO.

**CLEARANCES**  
 AT THE HAMBURG MASTER'S OFFICE.  
 5th February.

overseas, British str., for Yokohama.  
 overseas, German str., for Bangkok.  
 China Liner, German str., for Siam.  
 Maritius, British str., for Calcutta.  
 Cuba, British str., for Manila.  
 Colom, British str., for Kola.

**DEPARTURES.**  
 5th February.

DAIJIN MARU, Japanese str., for Tamsui.  
 SEYDLITZ, Norwegian str., for Kobe.  
 GLAUCUS, British str., for Shanghai.  
 TAILOONG, British str., for Swatow.  
 KWANGTAH, Chinese str., for Canton.  
 P. C. KIAO, German str., for Bangkok.  
 SEYDLITZ, French str., for Shanghai.  
 TEALIES, British str., for Coast Ports.

**VESSELS IN DOCK.**  
 5th February.

ABERDEEN DOCKS.—Trinidad.  
 KIWAN DOCKS.—H.I.G.M.S. Morris, Tar-  
 ar, H.M.S. Glory, Ellen Rickmers, Vigilant,  
 Perla, Lydia, Sungkang, Lin Tan, Wuchang,  
 Hua.  
 METROPOLITAN DOCK.—Trinidad, Borneo.

**VESSELS ON THE BERTH**

**REGULAR STEAMSHIP SERVICE TO NEW YORK,**  
 VIA PORTS AND SUEZ CANAL  
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

**PROPOSED SAILINGS FROM HONGKONG.**  
 1904. About  
 "SIKH" ..... 5th Feb.  
 "MACDUFF" ..... 1st Mar.  
 For Freight and further information, apply to  
 DODWELL & CO., LTD.  
 Agents.

Hongkong, 29th January, 1904. [125]

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

**THE Company's Steamship**  
 "RADNOSE," Captain C. H. Burch, will be despatched for the above ports to-day, the 6th inst., at 4 P.M. This steamer has superior accommodation for passengers.

For Freight or Passage, apply to  
 SHEWAN, TOME & CO., Agents.

Hongkong, 5th February, 1904. [392]

FOR YOKOHAMA, KOBE AND TSINGTAU.

**THE Steamship**

"AN DALUSIA," Captain G. Schmidt, will be despatched for the above ports on WEDNESDAY, the 10th inst., at DAYLIGHT. For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2nd February, 1904. [409]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

**THE Company's Steamship**

"AUSTRALIEN," Captain Gingues, will be despatched for the above ports on or about TUESDAY, the 9th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 4th February, 1904. [22]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubinstein United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA AND GENOA, also VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALLAO.

(Taking cargo at through rates to PERSIAN GULF AND BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.)

**THE Steamship**

"CAPRI," Captain Belotti, will be despatched as above on THURSDAY, the 11th instant, at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st February, 1904. [14]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the CREW, in the following VESSELS, to stay in Hongkong Harbour.

LOTHAIR, Italian barque, Schieffino-Carlowitz & Co.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	NESTON	Brit. str.	C. L. Daniel	BUTTERFIELD & SWIRE	To-day
LONDON, &c., VIA PORTS OF CALL	MALTA	Brit. str.	E. G. Andrews	P. & O. S. N. CO.	13th inst., at Noon
LONDON & ANTWERP & C. & C.	PALERMO	Brit. str.		BUTTERFIELD & SWIRE	About 17th inst.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	16th inst.
LONDON & ANTWERP	MOYUNE	Brit. str.		BUTTERFIELD & SWIRE	1st March
LONDON & ANTWERP	PAK LING	Brit. str.		BUTTERFIELD & SWIRE	15th March
LONDON & ANTWERP	PAK LING	Fren. str.	R. Dahl	MESSAGERIES MARITIMES	29th March
MARSEILLES, &c., VIA PORTS OF CALL	PAK LING	Ger. str.	E. Simon	MELCHERS & CO.	9th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	PAK LING	Brit. str.	C. H. Burch	MELCHERS & CO.	17th inst., at Noon
HAVRE, LONDON, ANTWERP & HAMBURG	PAK LING	Brit. str.	C. H. Burch	MELCHERS & CO.	To-day, at 4 P.M.
HAVRE, COENPHAGEN & BALTC PORTS	PAK LING	Dan.	P. VALDEMAR	HAMBURG-AMERIKA LINIE	About 10th inst.
HAVRE & HAMBURG	PAK LING	Ger. str.	C. FRED. LAEISZ	HAMBURG-AMERIKA LINIE	9th inst.
HAVRE & HAMBURG	PAK LING	Ger. str.	C. FRED. LAEISZ	HAMBURG-AMERIKA LINIE	2nd inst.
HAVRE & HAMBURG	PAK LING	Ger. str.	S. Schmidt	HAMBURG-AMERIKA LINIE	5th April.
HAVRE & HAMBURG	PAK LING	Ger. str.	v. Dobron	HAMBURG-AMERIKA LINIE	22nd inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	J. W. Elstrand	HAMBURG-AMERIKA LINIE	23rd inst., P.M.
HAVRE & HAMBURG	PAK LING	Brit. str.	A. Dixon	CANADIAN PACIFIC R. CO.	About 5th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	G. W. Gordon	HAMBURG-AMERIKA LINIE	10th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	G. Schmidt	MESSAGERIES MARITIMES	13th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	G. Dewars	MESSAGERIES MARITIMES	20th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	C. R. Longden	MESSAGERIES MARITIMES	2nd March.
HAVRE & HAMBURG	PAK LING	Brit. str.	A. Hansen	DAIJI MARU	19th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	T. Saito	DAIJI MARU	24th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	R. W. Almond	DAIJI MARU	24th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	R. Rodger	DAIJI MARU	10th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	T. W. Garlick	DAIJI MARU	13th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.	Bolte	DAIJI MARU	1st Mar.
HAVRE & HAMBURG	PAK LING	Brit. str.		DAIJI MARU	9th inst.
HAVRE & HAMBURG	PAK LING	Brit. str.		DAIJI MARU	11th inst., at Noon

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" ..... 6,000 Tons ..... WEDNESDAY, 10th Feb.

R.M.S. "TARTAR" ..... 4,425 Tons ..... WEDNESDAY, 24th Feb.

R.M.S. "EMPEROR OF JAPAN" ..... 6,000 Tons ..... WEDNESDAY, 9th Mar.

R.M.S. "EMPEROR OF CHINA" ..... 6,000 Tons ..... WEDNESDAY, 30th Mar.

R.M.S. "EMPEROR OF INDIA" ..... 6,000 Tons ..... WEDNESDAY, 20th April.

Hongkong to London, 1st Class, via St. Lawrence Lou via New York £22.

Intermediate on Steamers] ..... 240. .... 242.

and 1st Class Rail ..... 240. .... 242.

THE magnificient TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. TROWN, General Agent.

6

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTHERN ASIA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 16th January, 1904. [249]

STEAMERS FOR FREIGHT OR PASSENGERS.

FOR FREIGHT OR PASSE

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HUMAERA PORTS.  
OUTWARDS.

FROM	STEAMERS	TO	12th February.
GLASGOW and LIVERPOOL.	"PAK LING"		On 12th February.
GLASGOW and LIVERPOOL.	"IDOMENEUS"		On 26th February.
GLASGOW and LIVERPOOL.	"AGAMEMNON"		On 22nd February.
GLASGOW and LIVERPOOL.	"MENELAUS"		On 27th February.
GLASGOW and LIVERPOOL.	"RHIPHEUS"		On 4th March.
GLASGOW and LIVERPOOL.	"MACHAON"		On 5th March.
GLASGOW and LIVERPOOL.	"TELEMACHUS"		On 12th March.

## HOMewardS.

FOR	STEAMERS	TO SAIL	
LONDON and ANTWERP	"NESTOR"		On 6th February.
LONDON and ANTWERP	"KINTUCK"		On 16th February.
GENOA, MARSEILLES and	"KEEMUN"		On 22nd February.
LIVERPOOL	"MOVUNE"		On 1st March.
LONDON and ANTWERP	"HAUCUS"		On 15th March.
LONDON and ANTWERP	"AJAX"		On 20th March.
GENOA, MARSEILLES and	"PAK LING"		On 29th March.
LIVERPOOL			Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	
VICTORIA, SEATTLE, TACOMA, and	"AGAMEMNON" ...	On 24th February.	
ALL PACIFIC COAST PORTS, VIA			
NAGASAKI, KOBE & YOKOHAMA			
The ss. "NESTOR" left Shanghai on the 4th inst., due here to-day, p.m.			
The ss. "TIDEUS" should leave Pacific Coast for this port via Japan on the 18th inst.			
The ss. "PELEUS" left Victoria B.C., on the 30th ult., for this port via Japan.			
For Freight, apply to—			

BUTTERFIELD & SWIRE,  
AGENTS.

[10-11]

Hongkong, 4th February, 1904.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL	
NINGPO and SHANGHAI	"KWANGSE"	On 8th February.	
ILLOLO	"WUCHANG"	On 9th February.	
YOKOHAMA and KOBE	"CHANGSHA"	On 9th February.	
MANILA and CEBU	"KANSU"	On 10th February.	
PORT DARWIN, THURSDAY			
ISLAND COOKTOWN, CAIRNS	"TSINAN"	On 12th February.	
TOWNSVILLE, BRISBANE			
SYDNEY and MELBOURNE			

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking cargo and Passengers, at through rates, to all New Zealand Ports and other Australian Ports.  
REduced SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).  
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

[12]

Hongkong, 5th February, 1904.

PORTLAND & ASIA TIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG THAI via INLAND PORTLAND, OREGON SEA OF JAPAN, KOBE and YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRAPURA" 4,890 A. E. Hollingsworth February 13, 1904  
"INDRASAMHA" 5,197 W. E. Craven March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT,

Hongkong, 12th January, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH, BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 13th FEBRUARY, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 3rd February, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commandos Steamer "PAUL BEAU" will run to Canton from the 4th instant, taking passengers and cargo as usual and will shortly be followed by the Steamer "CHARLES HARDOUIN."

These two magnificent and up-to-date steamers lighted with electricity will leave the Company's Wharf at foot of Queen's Street, Praya West.

Hongkong nightly for Canton at 9 P.M. (except Saturdays).

Canton nightly to Hongkong at 5 P.M. (except Sundays).

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... \$0.80

Deck ... \$0.30

For further particulars, apply to

M. LANDOLT, Agent,

The Pharmacy, Queen's Road, Central, Hongkong, 6th February, 1904.

[420]

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, BANGKOK, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking cargo at through routes to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and AEGEANIC PORTS).

THE Company's Steamship

"GISELA," Captain Damianovich, will be despatched as above on TUESDAY, the 23rd February, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents,

Princes' Buildings, Hongkong, 26th January, 1904.

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ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, JANUARY to JUNE

1903. With INDEX. Price 87.50.

On sale at the Hongkong Daily Press Office.

Hongkong, 25th July, 1903.

Hongkong, 17th March, 1903.

[70]

NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE.

FOR VICTORIA B.C. AND SEATTLE,  
WASH. (via SHANGHAI, MOJI,  
KOBE AND YOKOHAMA).

THE Company's Steamship

"AKI MARU"

Captain J. W. Shattock will be despatched as above on TUESDAY, the 9th inst., at 4 P.M.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 1st February, 1904.

PRINTING.

THE PRINTING DEPARTMENT of the "HONGKONG DAILY PRESS" possesses every facility for the prompt and satisfactory execution of all descriptions of COMMERCIAL AND GENERAL PRINTING.

ALL WORK EXPEDITIOUSLY EXECUTED.  
ESTIMATES FURNISHED.

CHUNG NGOI SAN PO  
(Chinese Daily Press), PUBLISHED DAILY, is the oldest and still immensurably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Vieux Bond, Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classic or Colloquial Chinese.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, B. B., Care of Office of this Paper.

Hongkong, 16th May, 1903.

[3184]

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## POST OFFICE NOTICES.

## PARCEL POST TO MANILA.

Parcels are now received at this office for transmission to Manila. The same regulations as to weight limit, pendage, etc., etc., will apply as is at present in vogue for parcels to America direct.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.90:

Each— 16 stamps at 4 cents

12 " " 2 "

12 " " 3 "

Letters and Post cards are now received for transmission to Europe via Dalmatia and the Trans-Siberian Railway, and should be marked accordingly. No printed matter can be accepted. Unpaid or undepaid correspondence cannot be forwarded. The rates of postage by this route will be the same as at present via the Suez Canal.

Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the fast Russian boat from Shanghai to Dalmatia which leaves Shanghai every Sunday.

The Australian, with the French mail of 8th ult., left Saigon on Saturday, the 6th inst., at 3 a.m., and may be expected here on or about Tuesday, the 9th inst. This packet brings replies to letters despatched from Hongkong on 6th December.

The Coptic, with the American mail, left Yokohama on Thursday, the 4th inst., at daylight, and may be expected here on or about Friday, the 12th inst.

## MAILS WILL CLOSE

## FOR

## PER

## DATE

Canton	Fatschan	Saturday, 6th, 7.30 A.M.
Manila	Rubi	Saturday, 6th, 9.00 A.M.
Kennebick	Kennibek	Saturday, 6th, 11.00 A.M.
Oriang	Oriang	Saturday, 6th, 1.00 P.M.
Hewingshan	Hewingshan	Saturday, 6th, 1.15 P.M.
Radnorshire	Radnorshire	Saturday, 6th, 2.00 P.M.
Kongmoon, Kunchuk and Samshui	Tungkong	Saturday, 6th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui	Kwengtung	Saturday, 6th, 3.00 P.M.
Shanghai	Hakow	Saturday, 6th, 5.00 P.M.
Swatow, Amoy and Fowchow	Mandsura Maru	Saturday, 6th, 5.00 P.M.
Swatow, Amoy and Fowchow	Tatshun	Saturday, 6th, 5.00 P.M.
Sabue	Hinfa	Saturday, 6th, 5.00 P.M.
Macao	Wingchai	Saturday, 6th, 5.00 P.M.
Canton	Honan	Sunday, 7th, 9.00 A.M.
Amoy, Swatow, Straits and Fowchow	Sze Yip	Sunday, 7th, 9.00 A.M.
Amoy, Swatow, Straits and Fowchow	Trichuan	Sunday, 7th, 9.00 A.M.
Hoi fu	Hoi fu	Sunday, 7th, 9.00 A.M.
Macao	Wingchai	Sunday, 7th, 9.00 A.M.
Canton	Hankow	Monday, 8th, 7.30 A.M.
Arcoa	Aroca	Monday, 8th, 11.00 A.M.
Swatow and Shanghai	Tungkong	Monday, 8th, 1.15 P.M.
Ningpo and Shanghai	Kwangtung	Monday, 8th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui	Tungkong	Monday, 8th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui	Sze Yip	Monday, 8th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui	Trichuan	Monday, 8th, 5.00 P.M.
Kongmoon, Kunchuk and Samshui	Hoi fu	Monday, 8th, 5.00 P.M.
Sabue	Wingchai	Monday, 8th, 5.00 P.M.
Macao	Wingchai	Monday, 8th, 5.00 P.M.
Canton	Fowan	Tuesday, 9th, 7.30 A.M.
Amoy, Swatow, Straits and Fowchow	Honan	Tuesday, 9th, 7.30 A.M.

EUROPE, &c., India via Tuticorin  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

## Ernest Simons.

Illoilo	Wuchang	Tuesday, 9th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	Aki Maru	Tuesday, 9th, 3.00 P.M.
Macao	Heungshan	Tuesday, 9th, 1.15 P.M.
Yokohama and Kobe	Changsha	Tuesday, 9th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui	Tungkong	Tuesday, 9th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui	Sze Yip	Tuesday, 9th, 3.00 P.M.
Namiao	Tatshun	Tuesday, 9th, 5.00 P.M.
Sabue	Hoi fu	Tuesday, 9th, 5.00 P.M.
Macao	Wingchai	Tuesday, 9th, 5.00 P.M.
Canton	Kinshan	Tuesday, 9th, 5.00 P.M.
Canton	Pawon	Wednesday, 10th, 7.30 A.M.
Yokohama, Kobe and Tsintau	Andoluwa	Wednesday, 10th, 10.00 A.M.

SHANGHAI, NAGASAKI, KUBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

## Empress of India

Macao	Heungshan	Wednesday, 10th, 1.15 P.M.
Manila and Cebu	Kanow	Wednesday, 10th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui	Sze Yip	Wednesday, 10th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui	Tungkong	Wednesday, 10th, 3.00 P.M.
Shanghai, Yokohama and Kobe	Bamberg	Wednesday, 10th, 4.00 P.M.
Canton	Fatschan	Wednesday, 10th, 5.00 P.M.
Namiao	Tatshun	Wednesday, 10th, 5.00 P.M.
Sabue	Hoi fu	Wednesday, 10th, 5.00 P.M.
Macao	Wingchai	Wednesday, 10th, 5.00 P.M.
Canton	Capri	Thursday, 11th, 11.30 A.M.

TO-DAY.  
Ordinary Annual Meeting of the Hongkong Rope Manufacturing Co., Ltd., 11 a.m.  
Ordinary half-yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., noon.  
Spoon Competition, Hongkong Rifle Association, 2.30 p.m.  
Sale, Curious Sales Rooms, Messrs. Hughes and Hough, 2.30 p.m.  
Sale, Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.  
Madame Gundatti's Concert, Theatre Royal, City Hall, 9 p.m.  
Smoking Concert, Club Gymnasium, Kowloon, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

5th February.

ON LONDON.—	Telegraphic Transfer	1.93
	Bank Bills, on demand	1.91 <sup>2</sup>
	Bank Bills, at 30 days' sight	1.91 <sup>2</sup>
	Bank Bills, at 4 months' sight	1.10 <sup>1/2</sup>
	Credits, at 4 months' sight	1.10 <sup>1/2</sup>
	Documentary Bills, 4 months' sight/10 <sup>1/2</sup>	
ON PARIS.—	Bank Bills, on demand	2281
	Credits, at 4 months' sight	232
ON GERMANY.—		186
ON NEW YORK.—	Bank Bills, on demand	441
	redits, 60 days' sight	441
ON ROMA.—	Telegraphic Transfer	1.344
	Bank, on demand	1.344
ON CALCUTTA.—	Telegraphic Transfer	1.344
	Bank, on demand	1.344
ON SHANGHAI.—		71 <sup>1/2</sup>
	Bank, at sight	72
ON YOKOHAMA.—	O. demand	80 <sup>1/2</sup>
ON ANATA.—	—Nominal	
ON SINGAPORE.—	—Nominal	
ON BATAVIA.—	—Nominal	10 <sup>1/2</sup>
ON HAIPHONG.—	On demand	1.1 p.c.p.m.
ON SAIGON.—	On demand	1.1 p.c.p.m.
ON BANGKOK.—	On demand	62
OVERSEAS, Bank's Buying Rate		\$11.10
GOLD LEAF, 100 fine per tael		55 <sup>1/2</sup>
BAR SILVER, per oz.		25 <sup>1/2</sup>
VESSELS EXPECTED.		
THE FRENCH MAIL.		
The M.M. steamer "Australia" will leave again on the 6th inst., at 3 a.m., and is due on the 8th inst., p.m.		
THE INDIAN MAIL.		
The steamer "Cathay" will leave Singapore for this port on the 3rd inst., p.m.		

## PARCEL POST TO MANILA.

## Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.90:

Each— 16 stamps at 4 cents

12 " " 2 "

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## SHIPPING IN 1903

Mr. John White says in his Annual Shipping Review, dated London, 1st January, 1904:

The past year cannot be reviewed with satisfaction either by shipowners or shipbuilders. Freight rates have almost throughout the year been at an unremunerative level, and orders for new cargo-steamer have been very limited, and at prices which, at current cost of labour, cannot leave room for profit. In certain directions trade of former years has been absent in the past year, but the great cause of the depression has been over-supply of tonnage. The regular lines have increased the sizes of their steamers, not only for passenger service but as cargo carriers, and accept rates of freight in competition with the tramp steamer, and in case of need go to more than one port of loading and discharge. The tramp steamers have been increased in size, so that when any demand arises a few of them supply the requirements and preclude any possibility of rates advancing by shortage of tonnage. These large steamers were mostly built with a view of being employed in the Atlantic or direct out and home Indian voyages, but during the past year they have been seen in the Black Sea and Indian coasting trade, where the effect of a few 10,000 or 12,000 ton steamers is soon felt.

The production of our yards in the past 12 months has been about 1,200,000 tons of steamers, and there have been removed from the register of the United Kingdom in the same period about 45,000 tons of steamers, which include sales to foreigners, representing nearly one-half of the cargo removed. The production was about 300,000 tons less than the previous year, and 47,000 tons less than in 1891, and the removals during the past year about 41,000 tons more than the previous year. Although the production of each year since 1897 has been greater than last year, the removals in those years have been much larger, principally on account of the large sales to foreigners, especially 1898-1900, when they were more than double the sales of last year. Sailing tonnage continues to decline; there have been added to the register of the United Kingdom during the past year about 33,000 tons of steamers, and removed about 11,000 tons. Of the production last year two firms alone, Messrs. Harland and Wolff, of Belfast, have contributed 110,463 tons, which is represented in only a few steamers, one of which, the White Star liner "Baltic," is 23,763 tons. Their total engine production in the same time has been 10,400 I.H.P. Considering this large output, and that other builders and engineers are increasing their producing capacity, it is not surprising that it is difficult to keep all the establishments fully employed. There were under construction, according to the returns of Lloyd's Register of Shipping, at the end of September last, steamers representing 889,255 tons, which shows a substantial decrease in the tonnage building at the same date in the previous year, which was 1,383,485 tons. There were no building at the end of September last warships of 327,570 tons displacement.

The agreement between our Government and the Cunard Company, which provides for the Cunard Company a remaining strictly British, and provides for a subsidy of £150,000 per annum, and the advancing by the Government to the Company up to £23,000,000 at 3% per cent. interest, for the construction of two fast steamers, has been published. The building of the steamers awaits the result of an inquiry by a commission of experts appointed by the Cunard Company, whether the steamers shall be constructed with engines of the turbine type, which have rapidly advanced in favour, especially for high speed. The agreement between our Government and the International Mercantile Marine Company (Atlantic Combine) has also been published, which appears to cover the advantages of the agreements which were existing between the Government and certain British companies that were absorbed by a practically foreign company, and, therefore, it is difficult to understand why the advantages are continued.

Important amalgamations have taken place in the combination of the shipbuilding firm of Messrs. C. S. Swan and Hunter, of Wallsend-on-Tyne, with Messrs. Wiggin, Richardson and Co. and the Tyne, Pontoon and Dry Docks Company, of Wallsend. Also the combination of Messrs. Laird Brothers, of Birkenhead, and Messrs. Charles Cammell and Co., of Sheffield, which will no doubt complete their capabilities for undertaking Government work in which both firms have been largely engaged. A large amount of Government work in new vessels and heavy overhauling of existing war vessels has been entrusted to private yards during the year. Last year, construction was created in some quarters by the forming of a combination, under American interests, of most of the lines engaged in the Atlantic trade, under the name of the Atlantic Combine. The anticipations of this scheme do not appear to have been realised, and it is announced that the Continental lines that joined in the combination have withdrawn. It is to be feared that the operations of the International Company, that was formed with American capital to tempt the English companies into the combine, will prove that the prices paid to these companies were totally unwarranted, and will only create a distrust against shipping by those who were induced to invest, without any benefit to anyone, except the companies absorbed, who were doing well enough when working on a sound, legitimate basis. This spirit of combination under large capital was repeated in America by the combination of numerous ship-building and engineering works in America, which has apparently come to grief with the same sure of capitalisation.

It has been reported that the Atlantic Combine contemplates, in future new vessels, a reduction of the levies which have lately been produced, which suggests some difficulty has been experienced in handling such vessels expeditiously or getting full cargoes, probably both reasons.

Strikes have been prevalent everywhere. There was a strike of joiners, which commenced before the close of last year, and after 22 weeks idleness, the men agreed to the masters' terms. A strike of engineers on the Clyde in the spring. Labour strikes in Holland, Victoria, Valparaiso, Marseilles, Barcelona, Cape Town, Odessa, and Geneva.

An important transaction of the year has been the sale by Messrs. Elder, Dempster and Co. of their Canadian Line of steamers to the Canadian Pacific Railway Company, of 14 steamers, representing a gross tonnage of 96,123 tons.

The special feature in connection with shipbuilding during the year has been the development of the turbine machinery. It appears to have enlisted favourable expert opinion in the vessels into which it has been fitted, which so far have been light-draught vessels. Orders have been given for some large steamers with this machinery for Atlantic and Colonial trades, the results of which vessels will be watched with great interest. Whether it offers any advantage for a cargo boat has yet to be proved.

Material for shipbuilding has varied from £8 to £5 per ton for steel plates, the latter price being now current. Wages have been slightly reduced of engineers, joiners' and shipbuilders' men but not to anything near the advances that were given by the masters during good times, and it is to be feared, unless the men

meet the masters in reductions they will soon find themselves unemployed.

Prices of new steamers are about 7½ per cent. lower than at the commencement of the year; of modern second-hand boats fully 10 per cent., and older tonnage 2½ per cent. lower. Working expenses of steamers have been reduced by the decreased price of coal and somewhat cheaper insurance, but wages both of crews and shore labour and other expenses are higher. Coal is cheaper than at the commencement of the year, when the demand from America was active, but this demand entirely ceased some months since, and our American friends again contemplate competing against us in Continental and Mediterranean markets, if not in our own markets where we admit their coal free but tax our own production exported abroad.

A considerable amount of tonnage, especially steamers formerly employed in the regular lines and Government war vessels, have been sold for breaking up.

Freights.—Outward and homeward throughout the year, with the exception of a short period from the River Plate and the autumn shipments from the Danube and Black Seas, have been low and scarcely sufficient to cover expenses. Outward rates in all directions, except the demand for conveyance of coal to the Far East during October, have been at the mercy of shippers, who have depressed rates as far as they could squeeze, and in many cases it would have paid steamers better to go out in ballast than accept the rates and terms of charter they have. Out to the East, rates are at present a little higher than at the commencement of the year. To the Mediterranean they close at about the same level. To the Brazils and River Plate they are only now a little better than the lowest of the year. Examples of the low rates accepted during the year are Wales to Aden, 3s. 6d.; Colombo, 9s.; Singapore, 9s.; Rio Janeiro, 9s. 3d.; Plate, 9s. 6d.; Manila, 9s. 6d.; Port Said, 4s. 6d.; Constantinople, 4s.; Genoa, 4s. 6d.; Las Palmas, 6s. 6d.

Homeward freights have not perhaps touched the demoralised level of outward rates, but the poor inducement outwards might have been expected to lessen the supply of tonnage homewards and have improved these rates, but everywhere the supply has been in excess of the demand. From the Far East, homeward business has been at low rates, and the coasting trade in China and Japan most unprofitable, causing many steamers to lay up there. The uncertain political situation in the East has no doubt greatly contributed to the restriction of trade, but the main cause has doubtless been the small crops of rice in Siam, and, again, the over-supply of tonnage, especially Norwegian and German, for the coasting trade.

From Java to U.K. or U.S. rates have varied from 2ls. to 25s., sugar, with an exceptional fixture in March at 27s. 6d. From Calcutta 17s. 6d. to 21s. 3d. jute. From Burma rice ports 20s. to 24s., closing at nearly the lowest. From Bombay 12s. 3d. to 15s. 6d. cotton (the highest rate was paid in February), this market closes at about 13s. From Kurrachee 13s. 6d. to 16s. The River Plate homeward has been the mainstay for tramp steamers throughout the year. Rates from the Plate have been fairly well maintained at 17s. to 20s. 6d., except in July/August, when they ranged from 13s. 6d. to 15s. 6d. They were at the highest and of April to early June. Live stock from the Plate were obtainable for a short time only, February/March, for which 100s., to 82s. 6d. were paid for cattle and 10s. to 7s. 6d. for sheep. On account of some further development of disease the prohibition was again enforced, but was withdrawn in September. From the West Coast of America freights have been too low for steamers to entertain, and, indeed, for sailing ships the rates have been ruinous. From the United States of America and the Gulf rates throughout the year have been unpredictable, and these trades, which in past years provided such a large field of employment for steamers have practically not offered any outlet for tonnage, thus forcing the steamers into other markets, which has caused those markets to collapse by over-supply. In consequence, the exceptionally large steamers built for the Atlantic trade have been put into the Black Sea and Indian coasting trades, for which they were never intended, and whose steamers of 10,000 to 12,000 tons each come into such trades their influence is soon felt in the rates. These large steamers have greatly contributed to bringing down freight, and it is doubtful whether they have ever justified their production in the result of their working for their owners or the needs of trade.

From the Danube, Azoff, and Black Sea, freights have been low, except in the height of the season, when on charter 13s. 3d. Danube, 12s. 6d. Azoff, 10s. 6d. Odessa, were paid, which are only poor rates, especially with increased expenses and considerable detention, notably at Odessa.

From the Mediterranean ore ports, the rates throughout the year have been inadequate, considering the net freight after the numerous deductions that are made in these charters. The best rates paid were in August/September, when the demand from the grain ports was active. From the Baltic the rates for grain and wood throughout the season were unpredictable. A steamer has been built for the Baltic ore trade to carry 10,300 tons, another instance of Leviathan carriers.

From Ilbau, rates have kept at a low level, and are as maintained by the supply of Spanish steamers, whose owners accept such to keep the boats running and afraid to venture into longer voyages.

Unfortunately, the retrospect of the past year is a gloomy one, but it is to be hoped it will have taught lessons from which the shipping industry will benefit in the future, and prevent the recurrence of the cause, which is undoubtedly over-production, although the depression has been accentuated by other causes, such as the decreased grain trade from America. It has been frequently pointed out in past years that production was exceeding the demand, but the warning has been unheeded, and the past year has shown the consequence. It is not much consolation to the present sufferer to know that in the past others have had the same experience, but it is some satisfaction to feel that there has been recovery in the past, and it will come again if production is kept down, and each owner who refrains from adding new tonnage for seeking market to the present over-supply, will assist in bringing this recovery about. It will appear a bold statement to make, but it is a fact that the past the shipping trade has experienced worse times than the past year. In the years 1879, 1883, and 1894, bare poles in the shipbuilding yards were more the rule than the exception. In 1883 grain was carried from America freight free for ballast. In 1891 the coal freight Wales to Bombay was 6s. 6d.; Calcutta 7s. 6d. In 1892, Calcutta home was 12s. 6d. jute; 6s. 6d. deadweight. From Bombay 12s. 6d. cotton. From Odessa 8s. 6d. grain. From Cro. stadt 9s. per quarter wheat. From Bilbao to Cardiff 8s. 6d. ore. In 1893 Sulfur or Odessa to U.K. 7s. 6d. grain. Calcutta home 17s. 6d. jute. Northern U.S. ports to U.K. 2s. grain.

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find themselves unemployed.

There is no ground to justify any anticipation of an immediate improvement in freights, but shipowners have the remedy in their own hands, and if there was a little cohesion amongst them in fixing rates, the same as adopted in other branches of commerce, and they will refrain from adding to the tonnage, a speedy improvement would, doubtless, soon be produced.

**THE GERMAN NAVY IN 1903.**

At the close of last year a statement was published in Berlin in which the systematic increase in the numerical and material strength of the German navy during 1903 is reviewed. Ten new vessels have been launched during the course of the last 12 months, including three battleships, one large cruiser, three small cruisers, one gunboat, and two river gunboats. The construction of these vessels has been accomplished in the three Imperial naval yards at Danzig, Kiel, and Wilhelmshaven, and in the shipbuilding yards of seven private firms. The orders for the Imperial navy, which have been placed with these private firms, have given a welcome impulse to the shipbuilding industry since the large teamship lines have recently shown little inclination to make additions to their fleets. During 1903 the Imperial navy authorities have taken over from the contractors one battleship, one large cruiser, four small cruisers, one gunboat, and one river gunboat. Of these, one small cruiser, the one gunboat, and the one river gunboat are among the vessels already enumerated as having been launched earlier in the year. The construction of five new vessels, the first in fulfilment of votes for which had been passed in the naval estimates, was begun. There are at present on the stocks seven battleships, three large cruisers, four small cruisers, and one river gunboat.

The naval programme attaches predominant importance to the construction of battleships, since they are regarded as constituting the most effective instrument of sea-power. German writers on naval matters find it a subject for self-congratulation that Germany "is not following the example of France in pinning her faith to cruisers and submarine boats." The increase in the numerical strength of the navy has produced a corresponding increase in the number of men, and this has involved several important changes in organisation. Among these changes may be reckoned the creation of a class of gunners who contract for long services in the light artillery of the active fleet, and the conversion of the first squadron into an active service fleet. This fleet will consist of a double squadron of battleships, with a strong scouting detachment of large and small cruisers, instead of a single squadron of eight ships of the line. The second squadron, which at present consists of only four armoured coast defence vessels, will soon be brought up to strength by the gradual addition of the battleships which are now in course of construction. The longest cruise which was undertaken by the active service fleet extended to the coasts of Spain and Portugal. The fleet which took part in the autumn training manoeuvres from the middle of August until the middle of September consisted of ten battleships, four armoured coast defence vessels, ten cruisers, 22 torpedo-boats, and nine other vessels. Particular attention has been paid to the development of a system of wireless telegraphy. Abroad the East Asiatic station remains the most important, and is occupied by a cruiser squadron, gunboats both for ocean and for river service, and torpedo-boats. Kiaochow forms the naval base, although for the present the vessels have still to docked and repaired in Chinese or Japanese ports. The necessity, however, will cease when the Kiaochow harbour works have been completed. The squadron has been busily engaged in cruising in Asiatic waters, and the smaller vessels have penetrated far inland up the rivers and canals. The cruiser division on the East American station has had repeated occasion to intervene on behalf of German subjects and for the protection of German property. The "highly successful blockade of the Venezuela ports" last spring and the recent revolt in the Dominican Republic are cited as proofs of the necessity for permanently maintaining a strong squadron in the West Indies. At the remaining stations, in East and West Africa, in Australia, and in Constantinople, no important events took place. The total number of German ships of war stationed abroad is 25, of which 16 are in East Asia and four in the West Indies.

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France—Tientsin, 1858; Convention, 1859; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional, 1863; Peking, 1860; Immigration, 1891; Commercial, 1902.

Germany—Tientsin, 1861; Peking, 1860; Kiaochow Convention, 1895; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liuchung Convention, 1895; Commercial, 1896; New Ports, 1896; Supplementary Commercial 1903.

Burma—St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Taliawwa Agreement, 1882.

Portugal, 1882.

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Hongkong, 1st January, 1901. 23

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For 12 months..... 4%

6%..... 3%

8%..... 2%

12%..... 1%

18%..... 1%

24%..... 1%

30%..... 1%

36%..... 1%

42%..... 1%

48%..... 1%

54%..... 1%

60%..... 1%

66%..... 1%

72%..... 1%

78%..... 1%

84%..... 1%

90%..... 1%

96%..... 1%

102%..... 1%

108%..... 1%

114%..... 1%

120%..... 1%

126%..... 1%

132%..... 1%

138%..... 1%

144%..... 1%

150%..... 1%

156%..... 1%

162%..... 1%

168%..... 1%

174%..... 1%

180%..... 1%

186%..... 1%

192%..... 1%

198%..... 1%

204%..... 1%

210%..... 1%

216%..... 1%

222%..... 1%

228%..... 1%

234%..... 1%

240%..... 1%

246%..... 1%

252%..... 1%

258%..... 1%

264%..... 1%

270%..... 1%

276%..... 1%

282%..... 1%

288%..... 1%

294%..... 1%

300%..... 1%

306%..... 1%

312%..... 1%

318%..... 1%

324%..... 1%

330%..... 1%

336%..... 1%

342%..... 1%

348%..... 1%

354%..... 1%

360%..... 1%

366%..... 1%

372%..... 1%

378%..... 1%

384%..... 1%

390%..... 1%

396%..... 1%

402%..... 1%

408%..... 1%

414%..... 1%

420%..... 1%

426%..... 1%

432%..... 1%

438%..... 1%

444%..... 1%

450%..... 1%

456%..... 1%

462%..... 1%

468%..... 1%

474%..... 1%

480%..... 1%

486%..... 1%

492%..... 1%